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MESSAGE FROM THE HOUSE

ENROLLED BILL SIGNED

The Vice President announced that on today, March 28, 2022, she has signed the following enrolled bill, which was previously signed by the Speaker of the House:

H.R. 55. An act to amend section 249 of title 18, United States Code, to specify lynching as a hate crime act.

MEASURES PLACED ON THE CALENDAR

The following bills were read the second time, and placed on the calendar:

H.R. 6968. An act to prohibit the importation of energy products of the Russian Federation, and for other purposes.

H.R. 7108. An act to suspend normal trade relations treatment for the Russian Federation and the Republic of Belarus, and for other purposes.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC-3452. A communication from the Associate Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled "Calcium Sulfate; Exemption from the Requirement of a Tolerance" (FRL No. 9536-01-OCSPP) received in the Office of the President of the Senate on March 15, 2022; to the Committee on Agriculture, Nutrition, and Forestry.

EC-3453. A communication from the President of the United States, transmitting, pursuant to law, the fiscal year 2021 Annual Nuclear Weapons Stockpile Assessments from the Secretaries of Defense and Energy, the three national security laboratory directors, and the Commander, United States Strategic Command (OSS-2022-0217); to the Committee on Armed Services.

EC-3454. A communication from the Senior Official performing the duties of the Assistant Secretary of Defense (Energy, Installations, and Environment), transmitting, pursuant to law, an interim response to a reporting requirement relative to identifying the status of efforts to remediate per- and polyfluoroalkyl substances at certain military installations; to the Committee on Armed Services.

EC-3455. A communication from the Under Secretary of Defense (Personnel and Readiness), transmitting the report of three (3) officers authorized to wear the insignia of the grade of rear admiral (lower half) in accordance with title 10, United States Code, section 777; to the Committee on Armed Services.

PETITIONS AND MEMORIALS

The following petitions and memorials were laid before the Senate and were referred or ordered to lie on the table as indicated:

POM-120. A joint resolution adopted by the General Assembly of the State of Arkansas supporting requests for federal grant funding

for companies creating innovative technologies that benefit Arkansas' agricultural value chain through mitigating bio-security risks; to the Committee on Agriculture, Nutrition, and Forestry.

HOUSE CONCURRENT RESOLUTION NO. 1001

Whereas, agriculture is Arkansas' largest industry contributing nineteen billion four hundred million (19,400,000,000) in value added dollars to the state economy in 2019; and

Whereas, Arkansas ranked eleventh in the nation in cash receipts for animal and animal products, valued at five billion one hundred million dollars (\$5,100,000,000); and

Whereas, in Arkansas, one (1) in every seven (7) value added dollars totaling more than three hundred seventy-eight million dollars (\$378,000,000) is contributed by agriculture; and

Whereas, Arkansas is the third-highest ranked state for food processing according to a report by Business Facilities shared by the Arkansas Economic Development Commission; and

Whereas, the Fort Smith-Fayetteville region is the number two (2) area for food processing in the United States; and

Whereas, Arkansas is the home of the world's largest food retailer and the largest meat processor in the United States, supplying sustenance to billions of people worldwide; and

Whereas, in 2020, forty-two percent (42%) of all Arkansas land was comprised of farms; and

Whereas, agriculture provides two hundred fifty-four thousand five hundred (254,500) jobs in Arkansas; and

Whereas, ninety-seven percent (97%) of Arkansas' forty-nine thousand three hundred forty-six (49,346) farms are small to medium-sized family-owned farms and contribute significantly to the state's economy; and

Whereas, the impact of respiratory and hemorrhagic pathogens tend to impact small and medium-sized farms more heavily; and

Whereas, wet protein rendering supply chains tend to be optimum propagation channels for respiratory and hemorrhagic pathogens; and

Whereas, the University of Arkansas is an agricultural industry leader in animal science education, innovation, research, and development; and

Whereas, in 2019, African swine fever (ASF) resulted in the loss of millions of pigs in China, the world's largest producer and consumer of pork, with a total economic impact of seventy-eight hundredths percent (0.78%), equating to one hundred eleven billion dollars (\$11,000,000,000), of the country's gross domestic product in 2019 and longitudinal analyses estimating an impact upwards of two and seven-tenths percent (2.7%), equating to three hundred eighty-five billion dollars (\$385,000,000,000), gross domestic product based on the current trajectory; and

Whereas, agricultural economists at Iowa State University estimate that the economic impact of a potential African swine fever (ASF) outbreak in the United States could result in a loss of fifty billion dollars (\$50,000,000,000) over ten (10) years; and

Whereas, the United States Department of Agriculture has dedicated five hundred million dollars (\$500,000,000) in Commodity Credit Corporation funds for prevention of and preparation for African swine fever (ASF); and

Whereas, a federal order suspending the interstate movement of all live swine, swine germplasm, swine products, and swine by-products from Puerto Rico and the United States Virgin Islands to the mainland United States has been implemented; and

Whereas, action by the General Assembly of the State of Arkansas is necessary to pre-

vent worldwide food value chain disruptions and to increase food security for all Americans in order to build a strong foundation for businesses, consumers, and agricultural producers within the State of Arkansas: now therefore, be it

Resolved by the House of Representatives of the Ninety-Third General Assembly of the State of Arkansas, the Senate Concurring Therein:

That the House of Representatives, the Senate concurring, support requests for federal grant funding for companies creating innovative technologies that benefit Arkansas' agricultural value chain through mitigating bio-security risks; and be it further

Resolved, That upon adoption of this resolution, an appropriate copy be provided by the Chief Clerk of the House of Representatives to each member of the Arkansas congressional delegation, the United States Secretary of Agriculture, the Secretary of the United States Senate, the Clerk of the United States House of Representatives, and Governor Asa Hutchinson.

POM-121. A joint resolution adopted by the Legislature of the State of Colorado requesting that the United States Congress allow the Colorado Department of Transportation to conduct an analysis of increasing the gross vehicle weight limit for the Interstate Highway System in Colorado to harmonize it with other state highways where 85,000 pounds is the maximum weight; to the Committee on Environment and Public Works.

HOUSE JOINT RESOLUTION NO. 22-1002

Whereas, Trucking and truck drivers have been essential during the COVID-19 pandemic in delivering critical goods, such as food, fuel, medical supplies, and much more; and

Whereas, Trucking is critical in the movement of goods and products for agriculture, ranchers, manufacturers, grocers, and fuel suppliers, with over 80% of the manufactured products in Colorado being moved by truck; and

Whereas, 79% of the communities in Colorado are served solely by truck for their freight needs; and

Whereas, The state's and nation's supply chains have been greatly stressed due to a range of issues that include a truck driver shortage, which is anticipated to continue into the future, along with increasing freight demands from our growing state that have led to shortages, delays, and higher prices for the movement of goods within the state; and

Whereas, For over 40 years, Colorado state law has authorized a maximum gross vehicle weight of 85,000 pounds for all state highways, with the only exception being the Interstate Highway System; and

Whereas, Federal law authorizes a maximum gross vehicle weight of 80,000 pounds for the Interstate Highway System; and

Whereas, The different gross vehicle weight standards between interstate and state highways causes routing issues for the state's transportation system; and

Whereas, The Interstate Highway System is constructed to a higher design specification than most state highways and should be more capable of handling higher weights than other state highways; and

Whereas, An interstate highway may be the most direct route for many trips, but transporters instead travel on other state highways to avoid the lower weight restriction; and

Whereas, During the COVID-19 pandemic, Governor Polis, with the support of the United States Department of Transportation, approved an emergency waiver that temporarily raised the maximum weight of trucks allowed on Colorado interstate highways from 80,000 to 85,000 pounds in order to